

# Performance Measure Profile

## LPV Procedures

### FY 2013 Methodology Report



Federal Aviation  
Administration

#### Performance Measure Applicability

☐ **DOT Strategic Plan**

Goal: n/a

Outcome: n/a

Metric: n/a

☐ **Agency Priority Goal**

☒ **Destination 2025**

Goal: Deliver Aviation Access through Innovation

Outcome: Air navigation infrastructure and associated systems are flexible, reliable, cost effective, and secure.

Metric: Ensure Localizer Performance with Vertical Guidance (LPV) or Localizer Performance (LP) procedures are available at 5,218 runways in the NAS by 2018.

#### FY 2013 Performance Target

Publish 500 LPV or LP procedures in FY2013 to ensure Localizer Performance (LP) or Localizer Performance w/Vertical (LPV) procedures are available at over 3800 runways in the NAS.

Lead Organization: Air Traffic Organization (ATO)

	FY 2009	FY 2010	FY 2011	FY 2012 <sup>1</sup>	FY 2013
<b>Target</b>	N/A	N/A	N/A	500	500
<b>Actual</b>	N/A	N/A	N/A	536	TBD

#### Definition of Metric

Metric Unit:	The number of LPV or LP procedures published during in FY 2013.
Computation:	Direct counting of LPV and LP procedures produced.
Formula:	The rate of 500 procedures per year is based on the achievable production rate of committed to by Aero Nav Services and AVN
Scope of Metric:	As of September 2012, 3354 LP/LPV procedures have been published. Publish 500 procedures annually until all qualifying runway ends are completed.
Method of Setting Target:	The target level of 500 procedures per year is based on the rate necessary to complete all 5218 qualifying runways in the NAS by 2018, consistent with the WAAS BCAR.

#### Why the FAA and/or DOT Choose this Metric

This measure quantifies unencumbered access to the NAS for the aviation users. LPV and LP procedures can be published at any qualifying runway to provide ILS-like capability at a fraction of the legacy ILS infrastructure costs.

#### Public Benefit

Vertically guided approach procedures provide a safety benefit to all users compared to non-precision approach services. In addition because LPV or LP procedures can be published at any qualifying runway, users obtain a significant access benefit over ILS. As of July 2011, there are twice as many LPV/LP

<sup>1</sup> This is a new measure for FY 2012. No prior year data are available.

procedures than ILS.

### **Partners**

Aero Nav Service publishes the LPV/LP approach procedures, AIM/NFDC provides the data management and contracting infrastructure necessary for AJW-913 to procure obstacle surveys, ARP provides a portion of the funding for obstacle surveys through the AGIS program, AFS provides quality oversight of the process.

### **External Factors Affecting Performance**

A key enabler is the survey procurement and data management services provided by AIM. All runways that will have an LPV procedure must have an obstacle survey completed in the year prior to the procedure production to ensure all obstacles that could affect the minimums are identified. The obstacle data are provided to Aero Nav Services and AVN by AIM/NFDC. The obstacle survey could identify runway ends that do not meet the criteria for an LP or LPV procedure. The principal criteria are found in FAA Order 8260.19, Flight Procedures and Airspace; FAA Order 8260.58, US Standard for Performance Based Navigation (PBN) Instrument Procedure Design; and Advisory Circular (AC) 150/5300-13, Airport Design.

### **Source of the Data**

Performance data for this measure come from Aero Nav Services and Aviation System Standards (AVN), and the National Flight Data Center (NFDC).

### **Statistical Issues**

There are no statistical data measurement errors for this measure.

### **Completeness**

Data for this measure is provided on a 56 day update cycle as part of the established publication process by Aero Nav Services, AVN, and NFDC.

### **Reliability**

The measures are directly counted from data managed by NFDC and are considered 100% reliable.